



## US 1 Technical Oversight Group Meeting

January 17, 2006

US 1 Corridor Study Technical Oversight Group - January 17, 2006 Meeting		
NAME	AGENCY	E-MAIL ADDRESS
James Speer	NCDOT-RDU	<a href="mailto:jspeer@dot.state.nc.us">jspeer@dot.state.nc.us</a>
Chad Lanford	NCDOT-Congestion Management	<a href="mailto:clanford@dot.state.nc.us">clanford@dot.state.nc.us</a>
Donna Wood	Franklin County Planning	<a href="mailto:dwood@co.franklin.nc.us">dwood@co.franklin.nc.us</a>
Charlie Diehl	NC Trucking Association	<a href="mailto:cdiehl@nctrucking.com">cdiehl@nctrucking.com</a>
Russell Laing	NC Trucking Association	<a href="mailto:rlaing@coopertrucks.com">rlaing@coopertrucks.com</a>
Shirley Williams	NCDOT Rail	<a href="mailto:srwilliams@dot.state.nc.us">srwilliams@dot.state.nc.us</a>
Sarah Smith	NCDOT-Transportation Plan Branch	<a href="mailto:sarahsmith@dot.state.nc.us">sarahsmith@dot.state.nc.us</a>
Rick Grochoske	RS&H	<a href="mailto:rick.grochoske@rsandh.com">rick.grochoske@rsandh.com</a>
Patrick McDonough	TTA	<a href="mailto:pmcdonough@ridetta.org">pmcdonough@ridetta.org</a>
David Wasserman	NCDOT-TPB	<a href="mailto:dswasserman@dot.state.nc.us">dswasserman@dot.state.nc.us</a>
Maja Vouk	Wake County Public Schools	<a href="mailto:mvouk@wcpss.net">mvouk@wcpss.net</a>
Chip Russell	Town of Wake Forest	<a href="mailto:crussell@wakeforestnc.gov">crussell@wakeforestnc.gov</a>
Michele Hane	City of Raleigh	<a href="mailto:michele.hane@ci.raleigh.nc.us">michele.hane@ci.raleigh.nc.us</a>
Fleming A. El-Amin	TTA	<a href="mailto:felmin@ridetta.org">felmin@ridetta.org</a>
<b>CAMPO Staff</b>		
Jake Petrosky	Capital Area MPO	<a href="mailto:jake.petrosky@ci.raleigh.nc.us">jake.petrosky@ci.raleigh.nc.us</a>
John Burris	Capital Area MPO	<a href="mailto:john.burris@ci.raleigh.nc.us">john.burris@ci.raleigh.nc.us</a>
Diane Wilson	Capital Area MPO	<a href="mailto:Diane.Wilson@Ci.Raleigh.NC.US">Diane.Wilson@Ci.Raleigh.NC.US</a>
Ed Johnson	Capital Area MPO	<a href="mailto:ed.johnson@ci.raleigh.nc.us">ed.johnson@ci.raleigh.nc.us</a>
Kenneth Withrow	Capital Area MPO	<a href="mailto:kenneth.withrow@ci.raleigh.nc.us">kenneth.withrow@ci.raleigh.nc.us</a>

## MEETING NOTES

Mr. Kenneth Withrow began with a welcome to the Technical Oversight Group, followed with a brief introduction by the Group members. Mr. Rick Grochoske, consultant and project manager for RS&H, encouraged full participation by the Group participants and stated that all ideas are welcome. The goal of the meeting is to review the corridor with the participants, with the focus of the meeting will be to discuss highway alternatives. Transit alternatives would reviewed and discussed at the next technical group meeting. Elements that will be reviewed at this meeting will include the proposed locations of intersections and grade-separated crossings, frontage roads whether one or two directional, as well as right-of-way ranges within the existing corridor. Currently, right-of-way widths along the corridor range between 200 and 300 feet. Very few parallel local roadways exist in the study area, therefore US 1 is forced to carry not only the longer through trips, but also most of the local shorter trips. Local roads will also be discussed to provide connectivity to the community. The implementation of these local roads are very important to the US 1 main lanes. Local streets, frontage and

backage roads work together as a system to deduce the local shorter trips on US 1 and provide multimodal connectivity within and between communities.

Mr. Grochoske stated that the 2030 projected traffic volumes from CAMPO long-range transportation model are over 150,000 vehicles per day, north of I-540. This projected traffic justifies the need for an eight lane freeway between I-540 and NC 98. Two of these lanes may be designated as special purpose or HOV (diamond) lanes in this section. North of NC 98 daily traffic volumes decrease to 65,000 and north of NC 96 to 32,000.

As the Group discussed the US 1 corridor, Ms. Michele Hane encouraged Mr. Grochoske and his staff to be innovative in their improvements along US 1 by creating “backage” service roads (as compared to frontage service roads) so that stores and other users can “front” US 1. She also requested that Mr. Grochoske ensure that transit, pedestrian, and bicycle components are included and examined as a part of the study. Ms. Hane’s also informed RS&H about the previous City of Raleigh small area planning work in the past few years associated with the four quadrants of the US 1/I-540 interchange (i.e. the Sumners Blvd., Outlook Drive, Gresham Lake Rd. and Triangle Town Blvd. loop road)

Mr. Patrick McDonough of the Triangle Transit Authority encouraged access points for pedestrians (and pedestrians using transit) on both sides of US 1. This creates the opportunity to develop bus rapid transit stops along the corridor that could move as many as 600 persons per hour.

Ed Johnson, Capital Area MPO director, stressed the importance of not mixing pedestrians at single-point interchanges. He expected that there should be crossings for pedestrian and bicyclists within the corridor. Mr. Johnson also stressed the need for a good secondary road network plan.

Rick Grochoske understood the concerns of the group: those multimodal transportation improvements are very important. Mr. Grochoske assured the group that all modes of transportation (pedestrians, bicycle, high-occupancy commuter transit, and auto) will be considered concurrently as the study moves forward.

The Group continued their discussion as they progressed upward along the US 1 corridor. The initial area of discussion focused on the section of US 1 between the I-540 interchange and Durant Road. Two additional interchanges are planned for that segment (US 1 in the vicinity of Gresham Lake Road and US 1 at Durant Road). Rick Grochoske stated that the spacing between I-540 and Gresham Lake Road was very tight (less than ½ mile) and an interchange will be very difficult to implement, however a grade-separation crossing would be a good compromise and should serve the access needs in the northwest and northeast quadrants of the I-540 / US 1 interchange. RS&H will look into the impacts of implementing an interchange at Gresham Lake Road and report back to the group.

The Group proceeded to review the corridor from Durant Road to Burlington Mills Road, participants as well as Rick Grochoske addressed the opportunities for frontage (service) roads as well as the interface with the Mountains-to-Sea Bike Trail along the Neuse River. The group felt if frontage roads were implemented they should be continuous and cross the Neuse River. The group did not have a direct solution to the Burlington Mills access point at US 1; other than to create a “trumpet” interchanges along with “backage” roads for the lots along the corridor. Furthermore, future renditions of the corridor need to show control of access lines.

Proceeding northward between Burlington Mills Road and US 1A, the Group was informed that the bridge over the CSX Railroad line will not be widened in order to accommodate the Southeastern High-Speed Rail service. Furthermore, the Town of Wake Forest has plans for another grade-separated road to be built between Burlington Mills Road and US 1A. An additional action to take place along the CSX Railroad line is the grade-separation of Ligon Mill Road along with roadways that traverse the rail line. At the US 1/Falls of Neuse Boulevard/US 1A intersection, Tim Hayes with Mulkey Engineering indicated that a single-point interchange design had been conceptually designed for the location and property and setback lines have been established to construct a tight single point or diamond interchange in the future. Tremendous growth is expected for that area of the corridor

with the building of medical and school facilities along with residential and commercial development. Ms. Maja Vouk with Wake County Public School System informed the group of several new schools planned in the study area. Forest Pine Elementary Schools (two schools on the same campus) are under construction west of US 1 near Green Elm Lane. A new middle and high school is also planned. Ms. Vouk will send Rick Grochoske information regarding these new schools.

The Group looked at other proposals along the US 1 Corridor; such as additional grade-separated roadway crossings between US 1A and NC 98, making Stadium Drive at US 1 an interchange, and creating a potential interchange and the Harris Road development in northern Wake Forest. Ms. Donna Wood of Franklin County noted that there will be tremendous commercial and residential development along the corridor in Franklin County and that NCDOT has granted a developer an additional access point onto US 1 for a future residential development site. A new industrial hub is being discussed west of the corridor along Greens Road. Most of the new proposed local roads which will provide connectivity suggested by RS&H in Franklin County, where not on the County's Thoroughfare Plan created in 1992. Ms. Wood recognized the need of parallel local roads in the study area to help relieve the traffic demand on US 1.

Following the discussion, the group determined that to maximize the output needed for the US 1 Study, the public workshop needs to be moved to Thursday, March 2, 2006. Mr. Withrow will look for another venue in which to hold the meeting since it was viewed that Durant Middle School was unacceptable. Mr. Withrow will look into Wakefield Middle School and Wakefield High School for meeting opportunities. Furthermore, the Group decided to hold their next meeting with RS&H on Thursday, February 9 at the Campbell Lodge in the Durant Nature Park. There will be two meetings – in the morning the whole Oversight Team (all thirty plus) will meet for two and a half hours (9:30am – 12:00pm). The Technical Oversight Group will have lunch and have a follow-up meeting that afternoon. The existing map will be improved and transit elements will be incorporated into the process. Mr. Withrow will work on the details of that meeting. The aim is to have options available for the public to review at the first public workshop. The February workshop will show interchange locations, bus rapid transit alternatives, and connector road opportunities. The February Oversight Team workshop will provide an opportunity of the Oversight Team to review and comment on all multimodal alternatives that will be shown to the March public information meeting.